
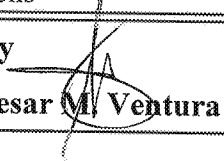



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Vessel : MT EAGLE SAPPORO Voy . 1703 L Date : 15 FEB. 2017			
Cargo : "ARUBA BLEND" CRUDE OIL			
Departure Port : SAN NICHOLAS, ARUBA Local Time = UTC - 04.00 Hours			
Destination Port : LAKE CHARLES, LOUISIANA Local Time = UTC - 06.00 Hours			
Distances			
From	<u>Berth</u>	to	<u>Pilot Station</u> = 1.40 n.m.
From	<u>Pilot Station</u>	to	<u>Pilot Station</u> = 1716.00 n.m.
From	<u>Pilot Station</u>	to	<u>Berth</u> = 51.90 n.m.
From	<u> </u>	to	<u> </u> = <u> </u>
		to	<u> </u> = <u> </u>
ETA			
Total distance	1769.30 n.m.	Dep Date/Time (Enter UTC Time)	15 Feb 17 19:00 UTC
Speed	Propelling hours		Calculated ETA
12.00 kts	06 Days 03 Hours 26 Minutes		21 Feb 2017 @ 22:26 hours UTC
12.50 kts	05 Days 21 Hours 32 Minutes		21 Feb 2017 @ 16:32 hours UTC
13.00 kts	05 Days 16 Hours 06 Minutes		21 Feb 2017 @ 11:06 hours UTC
13.50 kts	05 Days 11 Hours 03 Minutes		21 Feb 2017 @ 06:03 hours UTC
14.00 kts	05 Days 06 Hours 22 Minutes		21 Feb 2017 @ 01:22 hours UTC
14.50 kts	05 Days 02 Hours 01 Minutes		20 Feb 2017 @ 21:01 hours UTC
This Passage Plan contains following in Addition to this Cover Page			
Document			Pages
Passage Plan Appraisal Checklist			1
Voyage Appraisal & Planning			4
Voyage Execution & Monitoring			3
Passage Plan (Berth to pilot Station)			1
Passage Plan (Pilot Station to Pilot Station)			1
Passage Plan (Pilot Station to Berth)			2
Pre and Post Passage meetings Minutes			1
List of Files on ECDIS containing passage's for this Voyage			1
Prepared By:		Approved by:	
Julius Caesar M. Ventura 2nd Officer		Capt. Gurmit Singh Bajwa Master	
Acknowledged By:		Acknowledged By:	
Roy S. Blanco 3rd Officer		Ahuja, Rajat Chief Officer	
Acknowledged By:		Acknowledged By:	
Manvinder Singh Add. C/Engineer		Sujeet Kumar Chief Engineer	
Acknowledged By:		Acknowledged By:	
Singh, Kuldeep 2nd Officer			

Note: 1. Retention period of this record is 1 year.

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Passage Plan Appraisal checklist (Please fill up by Hand)			
Item	Yes/ No / N.A.	Remarks	
Sufficient bunkers for Voyage available as per ERP 5.1 c	YES		
Have most appropriate Navigation Charts been selected by using chart Catalogue, All selected charts have been corrected up to NTM no. :	YES	WL 07/17	
Is the scale of the BA charts selected above appropriate	YES		
If appropriate scale of BA chart for river transit/port approaches not available, availability of local chart of larger scale to be checked	YES		
Have Publications been Selected including			
Sailing Direction (Pilot books) Corrected up to NTM No. :	YES	Latest NTM: WL 07/17	
Admiralty List of Lights corrected up to NTM No. :	YES	WL 07/17	
Admiralty List of Radio signals corrected up to NTM No. :	YES	WL 07/17	
Guide to Port entry	YES		
Tide Tables & Tidal stream atlas	YES		
Have all charts and Publications been corrected up to date with following			
Latest Local area warnings	YES		
NAVAREA - Navigational warnings	YES		
Has the Following been considered?		DEP. (SW) FWD = 11-05 ⁰⁰ RET = 11-05 ⁰⁰	ARR. (FW) FWD = 12-10 ⁰⁰ RET = 12-10 ⁰⁰
Ship's Departure & Arrival drafts	YES		
Ship's Cargo & any special cargo stowage/carriage restrictions	YES		
Any Special operational requirements for this Voyage	YES	MARITIME ANNEX V - SPECIAL AREA NAVAREA REGULATION	
Have specific Marine Environmental Protection Considerations, requirements & measures been identified and taken into consideration	YES		
Have you checked for any speed reduction areas on the Route and consulted Office / charterers in case Speed reductions are required (such as Mandatory Speed reduction areas off US for right whales)	NA		
Has the Following been checked?			
Planning charts & publications for advice & recommendations on route to be taken	YES		
Climatological information for weather characteristics of the area	YES		
Navigation charts and publications for landfall features	YES		
Navigation charts and publications for ship's routing schemes, ships reporting systems & VTS reporting	YES		
Has Weather routing been considered for the passage	YES		
Have the following preparations been made for destination port			
Navigation charts & publications studied for pilotage requirements	YES		
Ship to Shore Master/ pilot exchange form Prepared (BDP-03-03B)	YES		
Pilot card updated	YES		
Port guides studied for information including arrival/berthing/anchorage restrictions	YES		
Dated 15 FEB. 2017	Checked by  Julius Caesar M. Ventura 2nd Officer	Confirmed by  Capt. Gurmit Singh Bajwa Master	



BDP

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The following files on ECDIS contain files for this passage

[illegible]

Note: 1. Retention period of this record is 1 year. , Pls post a copy of the same next to the ECDIS

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<i>Voyage Execution & Monitoring</i>	
Stand-by Position : (When approaching Destination Port) Lat: 20-20.61 Long : 093-12.5 W or Ref Landmark: PILOT STATION CALCASIEU	
Stand-by Position : (When en-route if necessary) 1) Lat: 22-44 N Long : 092-28 W or Ref Landmark: CFR TEST. 2) Lat: Long : or Ref Landmark: 3) Lat: Long : or Ref Landmark:	
Any Special Port or Local Regulations and Port Facilities: PLS REFER TO GUIDE TO PORT ENTRY----- VOL. 4 POLLUTION: Heavy fines are imposed for oil spillages or other contamination of territorial waters. LAKE CHARLES LOUISIANA, USA----- MARSEC LEVEL I SAN NICHOLAS, ARUBA----- MARSEC LEVEL I	
Dangerous Lines/ Parallel Index etc.; (general) UTILIZE THE PARALLEL INDEXING LINES AS LAID OUT ON CHARTS POSITION FIXING MUST BE CARRIED OUT USING MORE THAN ONE METHOD AND POSITION MUST BE FIXED USING VISUAL AND RADAR BEARINGS IN CONGESTED & PILOTAGE WATER. CONTINGENCY ANCHORAGE, ABORT POINT MARKED ON CHART AND ECDIS	
Dangerous, No-Go and other Restricted Areas WRECKS, SHALLOW WATER AND OTHER OBSTRUCTIONS ARE MARKED AS NO GO AREAS ON CHARTS AND MUST BE GIVEN A WIDE MARGIN WHEN PASSING NUMEROUS SHOALS. OFFSHORE INSTALLATIONS AND SHALLOW PATCHES EXIST ALONG THE COURSELINE.KEEP IN MIND THE ENHANCED EFFECT OF SQUAT WHILE TRANSITING CONFINED WATERS.OBSERVE SAFETY MARGINS IN ENCLOSED WATERS, MAINTAIN SAFE DISTANCE TO NO GO AREAS.	
Navigational Aids & any Navigational hazards Keep vessel in appropriate course track.Keep a sharp lookout for shallow patches and other danger w/c are clearly marked on the Charts Remember that all Navigational Equipments are only aid to Navigation therefore must be used with caution.Ecdis is only used as a reference and not to be relied upon for fixing positions at any time All navigation Hazards received thru Navtex Sat C and other sources to be marked promptly on respective Charts and if any alteration in routing required Master to be sources to be marked promptly on respective Charts and if any alteration in routing required Master to be	
UKC Calculation: Please also completed BDP-03-14A	
a) During the Ocean passage V/L must not enter in the depths Less than twice the Vessels Max Static Draft b) During the Coastal Passage V/L must not enter in the depths Less than 120% of the vessel static draft	

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Voyage Execution & Monitoring

c) During port approaches pilotage river and channel passages etc (basically during maneuvering must not enter in the depths LESS THAN 110% of the Vessel Max. static draft

In case of any doubt the more strictly policy out of the three shall be complied with

There is possibility that even after complying with (a,b,c,)above the ships bottom may come dangerously close to ground below due to effect of squat sea swell etc Hence in cases a,b,c, above Minimum 2 Feet(0.6 M) UKC MUST BE MAINTAIN AT ALL TIMES WHILST UNDERWAY(DYNAMIC CONDITION THEREFORE V/L SAFETY SPD FOR TRANSIT THROUGH THE CHANNEL /RESTRICTED PASSAGE WILL BE CALCULATED SO THAT 'AT NO TIME ACTUAL IS LESS THAN 0.6M(2 FT.) UNDER DYNAMIC CONDITIONS DUE TO SQUAT & OTHER FACTORS SWELL ROLLING PITCHING HEAVING ETC.

ECDIS SETTING SET FOR ALARM:

SAFETY COUNTOUR: 14 meters

SHALLOW COUNTOUR: 13.0 meters

SAFETY DEPTH : 14 meters

DEPTH COUNTOUR: 26.0 meters

Air Draft Requirements (in meters)

Departure Port	NA	Remarks	NA
En Route :	NA	Remarks	NA
En Route :	NA	Remarks	NA
Port of Destination :	NA	Remarks	NA

Speed Restrictions (in knots)

Max		Min		Area	AND AS PER PILOT ADVISED
Max		Min		Area	
Max		Min		Area	

Machinery Status Change / Anchor Clearing / Speed Alterations :

· (Vessel Proceeding at 13.0 kts speed as per Charterer's instructions.)

· Safe Speed required

· Engine Room will be manned throughout the passage. (only daytime / night time as required)

· Use two steering motors before arrival, on departure, narrow channel and if required.

The steering mode shall be changed over from automatic to manual whenever consider it necessary.

· Switch on Echo Sounder (as per marked on chart.) Echo sounder must be kept on continuously when the vessel is sailing in the depths less than TWICE the maximum draft.


· Anchor should be unlashd for emergency prior arrival.

Do not Enter ECA area unless Fuel Oil change over to LSFO

. Inform E/R 11 hrs & 1hrs notice before Entering NAECA and NAECA Entry logged the time and position.

Any Special Instructions from Owners/ Managers / charterers or Other authorities

Sending AET reports in Port, at Departure(SSP), Arrival(ESP) and every Noon while underway and for every day, where the vessel is at sea, at anchor, idle, or conducting port operations.

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Voyage Planning & Appraisal

hurricanes, in the area, is between June and November.

The main hurricane season in the East Carribean is usually from August to October, but hurricanes have occurred as early as June and late as November.

CARIBBEAN

The area covered mostly in the belt of NE trade winds: these are normally moderate to Fresh and do not often reach gale force except in squalols. almost the only gale force winds are those associated with the one or two hurricanes which are likely to cross some part of this area during the hurricane season.

Almost all the rain occurs as showers which, when heavy, can reduce visibility to fog limits, less than 1000m.

WEST INDIES

The S part of the area including the E part of the Carribean Sea, is hot and humid throughout the year. However, moderate to fresh trade winds blow from the from between E and NE with great persistence in all season and alleviate the discomfort of a tropical climate in those localities exposed to the breeze.

The Island experience considerable rainfall throughout the year, especially on the windward coasts. The rain mainly falls as shower. Most of the rainfall occurs in the wet season between May and December whilst February to April is regarded as the dry season.

At sea the weather is generally fair with broken cloud. Cloudy periods and showers become more widespread in summer and autumn when the ITCZ is close to the S limit of the area. Fog is rare and Visibility is generally good except in showers.

Tides & Current information (general):

GULF OF MEXICO

The strong current setting through Yucatan Channel fans out in all directions between W through through N, and E with a marked decrease in constancy and rate as it passes into the Gulf. As a general, rule the tidal streams offshore set to N and W on the rising tide and vice versa on the falling tide, through neighbouring coast will greatly modify the direction in any particular locality. The strongest true tidal streams in the area occur in the entrance to Galveston Bay at rate about 3 kn maximum when the moon is near its greatest N and S declination. In other places the total flow may exceed 3 kn in a particular direction where it is resultant of a tidal stream and current or river flow.


CARIBBEAN

Throughout the year, the Northeast trade wind drives the Guiana current, off the South American coast, towards the lesser Antilles. On reaching the island chain, much of the water is forced through the central section, principally the passage N and S of the Island of Saint Lucia. In addition, water from the W-setting North Equatorial Current enters the E and N boundaries of the Caribbean sea with a well marked axis moderate to high constancy some 60 to 120 miles off the South American coast.


The flow becomes somewhat less pronounced W of longitude 75deg 00min, though still maintaining a set just N of W. it eventually crosses the Caribbean Ridge near 80deg W.

WEST INDIES (NORTH EQUATORIAL CURRENT)

This current flows predominantly WSW to the E of 55deg W, then as it approaches the Leeward Island it splits

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<p>into two parts. The South part continues into the Caribbean Sea where it joins by the south Equatorial Current. The North part turns WNW to pass North of the Virgin Islands and Puerto Rico where it is better known as Antilles Current. The North Equatorial current lies between the North Atlantic Current to the North and the South Equatorial current to the South. Its constancy is low to moderate and its average rate is around 1/2 to 3/4 kn but rates approaching 4 kn have been observed. Eddies and counter-currents of up to 4 kn can occur mainly West of 60 deg.W</p> <p>For Currents during the passage refer to routing chart 5124 & 5142 (02)</p> <p>For tides refer to tide Prediction Note Book Prepared</p>	
Specific Marine Environmental Protection Considerations	
<p>Vessel shall comply with all environmental requirements established under applicable international, flag state, and Port state law, including, but not limited to MARPOL, SOLAS and OPA-90 . All watchkeepers should strive to exceed all standards & goals in every aspects of their work activities related to environmental protection in order to achieve zero accidents.</p> <p>While vessel is within Caribbean Sea & Gulf of Mexico Garbage disposal regulations for special area shall take effect in accordance with regulation 5 of Annex V. Dont dump plastic including incinerator ash from plastic materials, except food waste may only be discharged at a distance >12 miles from nearest land. Disposal of Garbage in special area allowed but comminuted or ground and distance >12NM from nearest land and underway.</p>	

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Cargo for this voyage : ARUBA BLEND" CRUDE OIL

Special instructions for the cargo (especially if Hazardous), securing, stowage & distribution that may affect the Voyage

- 1) INCASE OF RELEASING VAPOR THROUGH MAST RISER, SPECIAL PRECAUTIONS SHOULD BE TAKEN AND PERSONAL GAS METERS SHOULD BE CARRIED BY CREW OPERATING THE MAST RISER VALVE. A/C SYSTEM SHOULD BE SET TO RECIRCULATION MODE AND ALL VENTS AND WATERTIGHT DOORS MUST BE CLOSED PROPERLY.
- 2) PLS REFER TO CARGO MSDS FOR PROPER HANDLING OF CARGO AND FOR MORE INFORMATION ABOUT HAZARDS ASSOCIATED WITH THE CARGO.
- 3) KEEP AN HOURLY CHECK ON THE I.G. PRESSURE IN TANKS .

Precautions for any onboard equipment / machinery defects which may affect normal navigation:

1. Operational Checks of Navigational equipments should be done when preparing for sea (BDP 03-29B), prior arrival in port (BDP 03-29A) and as per 33CFR 164.25 and prior navigating in restricted waters, Navigation in Coastal waters/TSS (BDP 03-26A) to be complied with.
2. The OOW should undertake daily tests and check on the bridge equipment including the following Manual steering should be tested at least once a watch when automatic pilot is in use. Gyro & magnetic compass errors should be checked once a watch, where possible, and after major course alteration. Compass repeaters should be synchronised, including repeaters mounted off the bridge such as at the emergency steering position.
3. Checks on electronic equipments should be carried out as per manufacturer's instructions to confirm that the piece of equipment is functioning properly. Radio equipments should be tested at interval stated by manufacturer and in accordance with GMDSS and flag requirements. Great care should be taken to avoid the transmission of false alerts when testing equipment.

Recommended / Required Routes and any alternate route (if provided and with reason)

Vessel should follow safety fairway only due to numerous uncharted Platforms, wells in the vicinity of Oilfields. Use of safety fairways is not mandatory but is recommended.

RECOMMENDED ROUTE APPLICABLE SAILING DIRECTIONS.

RECOMMENDED ROUTEING GUIDE BOOK.

Scale of Charts and Local Charts for transiting Rivers / Port approaches (Pls ref to BDP 4.4)

ARRIVAL: LAKE CHARLES, LOUISIANA, USA

BA 3854 ----- Scale 1 : 250,000

BA 3190 A,B,C----- Scale 1 : 50,000 BA 3190 D----- Scale 1 : 25,000

DEPARTURE: SAN NICHOLAS, ARUBA


BA 702(A)-----Scale 1:100,000

BA 1412(F)-----Scale 1:15,000

Nautical Publications for Reference

PORTS AND TERMINAL GUIDE VOL. 1 & 4

SAILING DIRECTION- NP 7A, 70, and 69A

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ADMIRALTY TIDE TABLES VOL. ADP AS PER AREA
 ADMIRALTY LIST OF RADIO SIGNALS VOL. 1(2), 2, 3(2), 4, 5, 6(ALL Digital) ADP
 LIST OF LIGHTS AND FOG SIGNAL - ADP (Digital)
 SHIPS ROUTEING AND ROUTEING CHARTS 5142(02), 5124 (02)
 MARINERS HANDBOOK -e-NP100 and NORRIES BOOK
 PASSAGE PLANNING GUIDE
 OCEAN PASSAGE OF THE WORLD
 NAVTEX STATION - New Orleans (G), Curacao [H]

Information to vessel traffic service including any required reporting points / instructions:

DEPARTURE: ARUBA

1) Marine Traffic Control Tower

VHF Ch. 16, 11 (at least 2hrs before arrival or when in VHF Range.)
 Telephone: +297 5821740

2) Call: Sint Nicolaas Pilot Station

VHF Ch. 16 (at least 2hrs before arrival or when in VHF Range.) OR

3) Call: VALERO MARINE/ CITGO MARINE

VHF Ch. 08 (at least 2hrs before arrival or when in VHF Range.)

PROCEDURE: (1) Pilotage is compulsory and is available H24.

(2) Pilot boards in the following positions:

(a) Inner Harbour: 12°25'·62N 69°56'·29W

(b) Reef Berths: 12°25'·60N 69°57'·20W

(c) HDS Piers and coke berth: 12°25'·11N 69°54'·60W

ARRIVAL :

Lake Charles, Lousiana, USA

Call Calcasieu Pilot on VHF Ch. 12, 16, 66A

Tel: +1 337 4360372 (General)

Tel: +1 337 4775959 (Dispatch)


Lake Charles VTS VHF Ch 66, 66A

VESSEL TRAFFIC SERVICES (SEE ATTACHED FILE AND DIAGRAM.)


Expected Meteorological Conditions:

GULF OF MEXICO

The Whole Area of the Gulf of Mexico is generally warm or hot although frost and snow can occur at time along the North coast when severe wintry weather moves south due to the intensification of the North American anticyclone. Some frontal depressions form, mainly in winter, in the N part of Gulf of Mexico and generally move ENE across Florida into the North Atlantic Ocean. Tropical Depression are liable to affect all parts of the Gulf of Mexico and may intensify into tropical storms and hurricanes. The highest frequency of occurrence of tropical storms and

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<i>Voyage Execution & Monitoring</i>
<p>Sending AWT reports at Departure(SSP), Arrival(ESP) and every Noon while underway.</p> <p>PE reports (Performance Exemption), if vessel did not meet CP speed with valid reason</p> <p>Vessel to proceed at Economical speed as per charterer's instructions.</p>
Additional Instructions by the Master
<p>Observe standing orders, night orders, company SQEMS, international and local regulations and navigate safety in accordance with Regulations for Preventing Collision at Sea (COLREGS).</p> <p>Numerous charted and uncharted offshore installations, well and obstructions enroute, wide berth is required.</p> <p>Beware of cross traffic, fix position at required interval and fixing method.</p> <p>Monitor all GMDSS equipments and messages, NAVTEX, SAT-C and weather forecast.</p> <p>Call Master when in doubt and when required.</p>





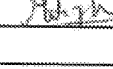


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Pre and Post Passage meetings Minutes

Pre Passage Meeting (prior commencement of Passage)

Date	15 Feb. 2017	Time	1400 LT	Location	AT BERTH
------	--------------	------	---------	----------	----------

Attended By

Rank	Name	Sign
Master	Capt. Gurmit Singh Bajwa	
C/O	Rajat Ahuja	
2nd/Off	Julius Caesar Ventura	
2nd/Off	Kuldeep, Singh	
3rd/Off	Roy S. Blanco	
C/E	Sujeet Kumar	
ADD. I/E	Manvinder Singh	

Minutes of meetings

- 1) DISCUSSED PASSAGE PLAN. VESSEL TO PROCEED LAKE CHARLES, USA TO DISCHARGE CARGO.
- 2) DISCUSSED CRITICAL EQUIPMENT DURING MANOEUURING IN CHANNEL.
- 3) DISCUSSED URC POLICY, OVERHEAD CLEARANCE, NO GO AREA. P-I USE CONTIN GENCY ANCHORAGE, ABOUT POINT, & POSN. FIXING BY RU MEXIS.
- 4) EIR TO BE MANNED AT 1HR NOTICE. EIR TO BE INFORMED 4 and 11 HRS BEFORE NAECA ENTRY.
- 5) DISCUSSED ALL CHECKLIST. TO BE COMPLIED & COMPLETED. CFR. TEST TO BE CARRIED OUT. BEFORE ARRIVAL LAKE CHARLES.
- 6) HELMSMAN SHOULD GIVE APPROPRIATE RUDDER ANGLE AS ORDER. MONITOR ACTION OF PLOT IN. GIVING HELM ORDER. EFFECTIVE & PROPER LOOK OUT TO BE MAINTAIN AT ALL TIME., UNSURVEY PLATFORM & SURVEY VESSEL MAY ENCOUNTER.
- 7) MONITOR ALL MESSAGES. SAT-C, NAUTEXT, & ALL NAVIGATIONAL WARNING, & EXPECTED WEATHER CONDITION.
- 8) NO DISTRACTION. POLICY.



2009

04-01 Passage Report
 Date: 10/10/98
 Time: 10:00 AM
 Location: 1000 ft. off shore
 Depth: 1000 ft.
 Wind: 10 knots
 Sea: 10 ft.
 Visibility: 10 miles
 Weather: Partly cloudy
 Temperature: 60°F
 Humidity: 70%
 Barometer: 30.0 inches
 Tide: High tide
 Current: Strong current
 Direction: North
 Force: 10 knots
 Name: 04-01
 Type: Passage
 Status: Completed
 Remarks: No problems reported.
 Signature: [Signature]
 Title: Captain
 Vessel: USCGC Eagle
 Port: San Francisco
 State: California
 Country: United States
 Date: 10/10/98
 Time: 10:00 AM
 Location: 1000 ft. off shore
 Depth: 1000 ft.
 Wind: 10 knots
 Sea: 10 ft.
 Visibility: 10 miles
 Weather: Partly cloudy
 Temperature: 60°F
 Humidity: 70%
 Barometer: 30.0 inches
 Tide: High tide
 Current: Strong current
 Direction: North
 Force: 10 knots
 Name: 04-01
 Type: Passage
 Status: Completed
 Remarks: No problems reported.

App: 04-00A PASSAGE PLAN

COVERS PASSAGE FROM BERTH TO PILOT STATION

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DO NOT WRITE IN THESE SPACES

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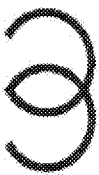
Date: 05 Oct 2016

Issued by: COO

Approved By: President

The following items, but not limited to, should be indicated on the chart for quick reference: (a) ABORT Point, (b) Contingency anchorage, (c) Margin of Safety, (d) Dangerous & NO GO Areas, (e) Distance off & Bearings from navigational dangers/landmarks, (f) Course alterations & wheel over points, (g) Point for chart change giving next chart number, (h) Position at which Master is to be called on the Bridge.

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MMS

Bridge & Deck Procedures

BDP

04-00 Passage Planning

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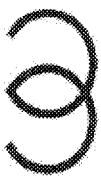
Approved By: President

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COVERS PASSAGE FROM PILOT STATION TO PILOT STATION

The following items, but not limited to, should be indicated on the chart for quick reference: (a) ABORT Point, (b) Contingency anchorage, (c) Margin of Safety, (d) Dangerous & NO GO Areas, (e) Distance off & Bearings from navigational dangers/landmarks, (f) Course alterations & wheel over points, (g) Point for chart change giving next chart number, (h) Position at which Master is to be called on the Bridge.

No.	WAY POINT		Sailing Method	Co. (True)	Dist (NM)	DTG (NM)	Leg Speed (Kts)	Steaming Time (dd:hh:mm)	UKC (mtrs)	Charts	Position Fixing		Fix interval (min)	Remarks / Watch Level
	Lat	Long									Primary	Secondary		
00.	12° 25.60' N	069° 57.20' W				1716.0								BWL - II Monitor POSN & UKC, Echo Sounder on Use P ₁ Sby for Pilot atf
	Reef Berth Pilot Station		RL	295	604.3		06.0	04D 04H 42M	>20.3	BA 1412(F), 702(A), 2193, 2194	Radar / Visual	GPS	5 min or less	
01.	16° 40.00' N	079° 20.00' W				1111.7								BWL - II Monitor POSN & UKC, Use P ₁ Caution to No Go Area
	Pedro Bank		RL	310	465.7		13.0	01D 11H 49M	>100.0	BA 1966, 4402, 486, 3936	Radar / Visual	GPS	30, 60 min or less	
02.	21° 40.00' N	085° 35.00' W				646.0								BWL - I Avoid No Go Area, Monitor Wx, Nav Warnings, Caution for high density traffic
	Cabo San Antonio		RL	334	156.3		13.0	00D 12H 01M	>100.0	3936, 1218, 1220, 3867	GPS	CELESTI AL	60, 30min or less	
03.	24° 00.00' N	086° 50.00' W				489.7								BWL - I Monitor position, Caution No go Area, Comply COLREG
	Banco de Campeche		RL	303	194.9		13.0	00D 14H 59M	>100.0	1220	GPS	CELESTI AL	60 min or less	
04.	25° 45.00' N	089° 50.00' W				294.8								BWL - I Monitor position, Caution No go Area, Comply COLREG
	NECA Gulf of Mexico		RL	313	70.4		13.0	00D 05H 24M	>100.0	1220, 4401	GPS	CELESTI AL	60 min or less	
05.	26° 33.00' N	090° 47.00' W				224.4								BWL - I Monitor position, Caution No go Area, Comply COLREG
	Gulf of Mexico		RL	307	110.4		13.0	00D 08H 29M	>100.0	4401, 3850	Radar / Visual	GPS	60, 15min or less	
06.	27° 40.00' N	092° 25.00' W				114.1								BWL - I Avoid No Go Area, Monitor Wx, Enter NAECA
	Gulf of Mexico		RL	323	70.3		13.0	00D 05H 24M	>26.9	3850, 3854	Radar / Visual	GPS	15 min or less	
07.	28° 36.30' N	093° 12.50' W				43.7								BWL - I-II Caution to No Go Areas, Use P ₁ Monitor UKC
	Safety Fairway		RL	359	41.7		13.0	00D 03H 12M	>05.4	3854	Radar / Visual	GPS	15 min or less	
08.	29° 18.00' N	093° 13.00' W				2.0								BWL - II Monitor POSN & UKC, Echo Sounder on Use P ₁ Sby Pilot Boarding
	Safety Fairway		RL	012	2.0		13.0	00D 00H 09M	>04.0	3854	Radar / Visual	GPS	5min or less	
09.	29° 20.00' N	093° 12.50' W				0.0								
	Calcasieu Pilot Station													



MMS

Bridge & Deck Procedures

BDP

04-00 Passage Planning

App: 04-00A PASSAGE PLAN

Doc No: BDP-04-00A

Revision : 05

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Page 1

COVERS PASSAGE FROM PILOT STATION TO BERTH

The following items, but not limited to, should be indicated on the chart for quick reference: (a) ABORT Point, (b) Contingency anchorage, (c) Margin of Safety, (d) Dangerous & NO GO Areas, (e) Distance off & Bearings from navigational dangers/landmarks, (f) Course alterations & wheel over points, (g) Point for chart change giving next chart number, (h) Position at which Master is to be called on the Bridge,

No.	WAY POINT		Sailing Method	Co. (True)	Dist (NM)	DTG (NM)	Leg Speed (Kts)	Steaming Time (dd:hh:mm)	UKC (mtrs)	Charts	Position Fixing		Fix interval (min)	Remarks / Watch Level
	Lat	Long									Primary	Secondary		
00.	29° 20.00' N	093° 12.50' W				53.2								
	Pilot Stn. No. 4													BWL - II Monitor POSN & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
01.	29° 21.30' N	093° 13.30' W	RL	332	1.5	51.7	06.0	00D 00H 14M	>00.7	BA 3854	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 1 & 2													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
02.	29° 31.00' N	093° 13.50' W	RL	359	9.7	42.0	10.0	00D 00H 58M	>00.7	BA 3854, 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 7 & 8													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
03.	29° 31.31' N	093° 13.65' W	RL	337	0.3	41.7	10.0	00D 00H 02M	>00.7	BA 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 9													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
04.	29° 37.42' N	093° 19.18' W	RL	322	7.8	33.9	10.0	00D 00H 46M	>00.7	BA 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 27 & 28													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
05.	29° 37.70' N	093° 19.32' W	RL	336	0.3	33.6	10.0	00D 00H 01M	>00.7	BA 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 27 & 28													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
06.	29° 46.09' N	093° 20.70' W	RL	352	8.5	25.1	10.0	00D 00H 50M	>00.7	BA 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 47 & 48													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
07.	29° 49.81' N	093° 20.92' W	RL	357	3.7	21.4	10.0	00D 00H 22M	>00.7	BA 3190 A	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	St. John Island													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
08.	30° 05.57' N	093° 19.48' W	RL	005	15.8	5.6	10.0	00D 01H 34M	>00.7	BA 3190 A & B	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Choupique Island													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
09.	30° 06.30' N	093° 19.76' W	RL	342	0.8	4.8	10.0	00D 00H 04M	>00.7	BA 3190 C	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Burton Landing													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
10.	30° 06.69' N	093° 20.07' W	RL	325	0.5	4.3	10.0	00D 00H 02M	>00.7	BA 3190 C	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 96 & 97													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
11.	30° 07.01' N	093° 20.06' W	RL	002	0.3	4.0	10.0	00D 00H 01M	>00.7	BA 3190 C	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.
	Bn 99 & 100													BWL - II Monitor position & UKC, use PI, Caution to No Go Area, Standby Pilot Boarding.



MMS

Bridge & Deck Procedures

BDP

04-00 Passage Planning

APP: 04-00A PASSAGE PLAN

COVERS PASSAGE FROM PILOT STATION TO BERTH

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The following items, but not limited to, should be indicated on the chart for quick reference: (a) ABORT Point, (b) Contingency anchorage, © Margin of Safety, (d) Dangerous & NO GO Areas, (e) Distance off & Bearings from navigational dangers/landmarks, (f) Course alterations & wheel over points, (g) Point for chart change giving next chart number, (h) Position at which Master is to be called on the Bridge.

No.	WAY POINT		Sailing Method	Co. (True)	Dist (NM)	DTG (NM)	Leg Speed (Kts)	Steaming Time (dd:hh:mm)	UKC (mtrs)	Charts	Position Fixing		Fix interval (min)	Remarks / Watch Level
	Lat	Long									Primary	Secondary		
11.	30° 07.01' N	093° 20.06' W				4.0								
	Bn 99 & 100		RL	015	0.9		08.0	00D 00H 06M	>00.7	BA 3190 C	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
12.	30° 07.84' N	093° 19.80' W				3.2								
	Bn 103		RL	354	1.3		08.0	00D 00H 09M	>00.7	BA 3190 C, 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
13.	30° 09.14' N	093° 19.96' W				1.9								
	Vincent Landing		RL	018	0.2		08.0	00D 00H 01M	>00.7	BA 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
14.	30° 09.30' N	093° 19.90' W				1.7								
	Beacon No. 108		RL	057	0.7		08.0	00D 00H 05M	>00.7	BA 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
15.	30° 09.70' N	093° 19.20' W				1.0								
	Calcastieu River		RL	011	0.3		06.0	00D 00H 03M	>00.7	BA 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
16.	30° 10.00' N	093° 19.13' W				0.7								
	Calcastieu River		RL	004	0.4		04.0	00D 00H 06M	>00.7	BA 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
17.	30° 10.40' N	093° 19.10' W				0.3								
	Calcastieu River		RL	012	0.3		02.0	00D 00H 07M	>00.7	BA 3190 D	Radar / Visual	GPS	5min or less	BWL - II Monitor position & UKC, use PI, Caution No go Area, Comply COL REG
18.	30° 10.65' N	093° 19.04' W				0.0								
	Citgo Clifton Ridge Terminal													



Bridge & Deck Procedures

Doc No.: BDP-03-14A

BDP

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03-00 Bridge Procedures

MMS

App: 03-14A UKC CALCULATIONS

Page 1 of 1

Vessel: MT EAGLE SAPPORO

Port

Lake Charles, Louisiana USA

List / Heel

NIL

Date

21 FEB. 2017

Below UKC Calculations are made for vsl's location at

Calcasieu
Pilot Station

Bar Reach A

Bar Reach B

Bar Reach C

Bar Reach D

CHGO Berth
Terminal
Dock "C"

Vessel Is expected to be at above Place at TIME -

0200 LT

0300 LT

0430 LT

0630 LT

0800 LT

1000 LT

Vessel Draught Characteristics:

A1. Max SW Draft	11.79 M	11.79 M	11.79 M	11.79 M	11.79 M	11.79 M		
A2. Fresh / Brackish Water Allowance (if any)	0.40 M	0.40 M	0.40 M	0.40 M	0.40 M	0.40 M		
A3. Correction due to List: (ref BDP-03-02, 3.14.1.8)	0	0	0	0	0	0		
A4. Draft (A1) corrected for A2 & A3	12.19 M	12.19 M	12.19 M	12.19 M	12.19 M	12.19 M		
A5. Estimated Maximum Transit speed	2.0 Kts	8.0 Kts	8.0 Kts	8.0 Kts	8.0 Kts	1.0 Kts		
A6. Estimated Squat: (ref BDP-03-02, 3.14.1.7)	0.06 M	0.98 M	0.98 M	0.98 M	0.98 M	0.06 M		
A7. Deepest Draft (A4 + A6)	12.25 M	13.17 M	13.17 M	13.17 M	13.17 M	12.25 M		

Water Depths & Anticipated Tide:

B1. Depth of transit channel (from charts at shallowest point)	COMPANY UKC POLICY DOES NOT APPLY FOR NAVIGATION IN US RIVERS AS USCG NEVER DECLARE MAX DEPTH IN RIVER OR CHANNELS. USCG AND US PORT AUTHORITIES ONLY DECLARE MAX SAFE TRANSIT DRAFT FOR THE SAFE NAVIGATION IN THE US RIVERS. MAX SAFE TRANSIT DRAFTS FOR SABINE RIVER IS 40 FT SUGGESTING THAT VESSEL CAN SAFELY NAVIGATE WITHING THE RIVER AS PER SAFE SPEED DECIDED BY PILOT AND AGREED BY MASTER. RISK ASSESSMENT IS ALWAYS DONE PRIOR NAVIAGTION IN SUCH CASES.							
B2. Anticipated tide (from tide tables)								
B3. Available Depth (corrected for tide)								
B3. Under-keel Clearance:								
C1. Clearance during transit: (B3-A7)								
C2. Weather related water level change: (+/-)								
C3. Effective UKC available: (C1 - C2)								
COMPANY REQUIRED UKC	0.6	0.6	0.6	0.6	0.6	0.6		

Notes - 1. A copy of the above calculations must be kept on board and attached to the Passage Plan (BDP-04-00A). In case of any doubt, the Company shall be consulted. 2. Not to be sent to office.

3. The maximum draft used for UKC calculation to be the deepest draft, which may be the draft at the Aft Perpendicular, not necessarily being the reading at the draft mark.

4. C2 is due to factors including but not limited to sea / swell or the effect of stream/current passing under a moored or anchored ship in shallow waters. In case a Port and or local regulation has UKC Policy which is more strict than UKC policy as defin